



BY HOWARD S. FISK.

ONE of the many ideal runs in a motor car to points on the lower Potomac is to River Springs, Md., situated a short distance from Leonardtown, in St. Mary's county. It is considered one of the most popular summer resorts on the Potomac river and it is for this reason that it will be the objective point of the annual outing of the Typotheta of Washington and allied trades Saturday, June 12.

The run to River Springs will be made in automobiles, starting from the Star building at 10 a.m. The caravan of motor cars will be headed by Lew M. Thayer and the writer, passenger and pilot by the organization on this occasion. After departing from the Star building the autoists will proceed up and down the business section of the city for a short time and then head for their destination.

The route from Washington to River Springs is through a picturesque section of Maryland and over good roads practically the entire distance. Passing through the southeastern section of the National Capital, the route will be via Anacostia and the Good Hope road, turning to the right at Good Hope, 4.5 miles from Washington, and immediately to the left into Walker road, just a short distance out from the center of

country type. On arriving at Clements a turn to the left is made and the road followed in a southerly direction to Milestown, also about four miles distant. On arriving at Blue Stone, a turn is made to the right and within a short time entrance is made to River Springs. The distance is less than sixty miles from Washington and with the present fine roads can be made in good time.

Sport Program Arranged.

In addition to the natural advantages of boating, fishing and swimming, the athletic committee has arranged a program of sporting events, with prizes for the winners. The cars participating in the run will be decorated with pennants prior to the start.

The committee announced for the run are as follows:

General committee—Lew M. Thayer, chairman; Golden Rule and Marvin S. Young.

Automobiles—H. C. C. Stiles, chairman; William John Eynon, W. R. Shaw, C. C. Curtis and Lew M. Thayer.

Junior—Francis B. Sherry, chairman; E. B. Evans and Albert S. Weyworth.

Men's—Henry Brewster, chairman; Joseph Shipley and Marvin S. Young.

Athletics—Charles F. Crane, chairman; Golden Rule and E. D. Williams.

Prizes—R. P. Andrews, chairman; National Publishing Company and Barnhart Brothers & Spindler.

Executive committee—Francis B. Sherry, president; Lew M. Thayer, vice

NATION'S HISTORIC SPOTS ARE REACHED BY AUTOS

Machines Prove Good Means of Advancing Knowledge, Says Head of Western Company.

"As an instructor in geography the automobile has long been accorded a general recognition, but it is only recently that it has begun to take its proper place as a potent factor in extending a knowledge of history," said the president of a large western automobile company a few days ago.

"Unnumbered battlefields which figure prominently in the history and tradition of our country; famous landmarks that are rich in associations both in war and in peace, are too frequently located so as to be difficult of access from railroads, but they are within easy and convenient reach of the man with a motor car if he cares to visit them.

"Every community in the United States has in it or near it some landmark that has played an important part in either local or national history, and the growing interest in these historical places or objects can be traced to the fact that more

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AUTOMOBILE CALENDAR

June 9—100-mile dirt track race, Galesburg, Ill.
June 12—Track meet, Brighton Beach, N. Y.
June 14—Summer meeting of Society of Automobile Engineers, Detroit and Great Lakes cruise.
June 17—Track meet, Boston, Mass.
June 19—Track meet, Hartford, Conn.
June 19—500-mile speedway race, Chicago.
July 3—300-mile race, Sioux City, Iowa.
July 4—Track meet, Oshkosh, Wis.
July 4—Speedway races, Tacoma, Wash.
July 4—Road race, Visalia, Cal.
July 4—Road race, Chico, Cal.
July 5—Speedway races, Omaha, Neb.
July 9—100-mile dirt track race, Burlington, Iowa.
July 21—Road race, Denver, Col.
August 14—Dirt track races, Janesville, Wis.
August 20—Elgin road races, Elgin, Ill.
August 28—100-mile dirt track race, Kalamazoo, Mich.
September 6—Speedway races, Detroit, Mich.
September 6—Speedway races, Providence, R. I.
September 13—Pan-American road congress, Oakland, Cal.
September 24—Track meet, Grand Rapids, Mich.
October 1—2—Track meet, Trenton, N. J.

AUTO NOW ESTABLISHED FACTOR IN TOURIST LIFE

War and Increased Manufacture of Cars Gives Impetus to "See America First."

"The world clash that has been going on in Europe has had one vital determining effect on the American traveler," says Alfred O. Funk of Detroit, who is prominently identified in automobile circles. "The slogan started some years ago 'See America First' appears generally to have the stamp of approval of all tourists. There have been two all-potent factors which have brought about this changed condition, viz., the war itself, isolating Europe as a playground, and the wonderful increase in the sale and manufacture of automobiles in this country. The motor car has become an established factor in American tourist life. What the future will disclose is easily discernible to even the casual observer.

New Beauties Open to Tourists.

"New vistas of hitherto unexplored beauty spots—far exceeding in grandeur and sublimity the show spots of Europe—will unfold themselves to the motorist.

"This new movement will have a most healthy, vitalizing effect on the traveler and also on those whom he comes in contact. The traveler will come to realize that in his former trips to Europe he has been overlooking something far more real and satisfying right here at home.

"The great annual pilgrimage of tourists to Europe has stopped, with its resultant outflow of American gold. This golden stream will now be diverted and spent at home. Are our good people fully awakened to the great possibilities? Let the good old slogan again be rejuvenated. 'See America First' and a new one also added 'Let us show you, Mr. Traveler.'"

"Chin Chin" volle shirt waists are excellent for traveling. They can be washed like those of crepe and need no ironing. The material is white with elongated dots a trifle raised.



1916 Announcement of Facts and Prices

"Baby Grand" Touring Car \$750.00
"Royal Mail" Roadster \$720.00

Fully Equipped and Including Electric Lights and Starter

The demand for Chevrolet cars has caused the factory to double and redouble production in the past, and they are redoubling again for 1916. This enables them to buy materials at lower prices and to save cost in factory specialization. They do not, however, consider these reasons sufficient for such a cut in the cost of Chevrolet cars.

The Facts Are

That they have determined on a lower margin of profit for manufacturer, distributor and retailer. Dealers are so enthusiastic over the sale and performance of Chevrolet cars that they have agreed to this reduction in their profits, which consequently reduces the cost to the purchaser.

Further Than That

They have always built fours—valve in head—and will continue to build fours. It is the one motor that they have found absolutely simple, cheap and of proved reliability under all conditions. Because they know so well how to build the four-cylinder motor, and are continuing to build it instead of spending huge sums in experimentation on other models, they can save the purchaser still more!

The Baby Grand and the Royal Mail have not been changed or cheapened in the slightest degree to make these new low prices possible. Demonstration and deliveries can be given now.

The Henderson-Rowe Auto Co.

1012 Fourteenth St. N.W.

Washington, D. C.

Phone Main 3543

SCENES ON MOTOR TRIP TO RIVER SPRING, LOWER POTOMAC RIVER.



the village. The road takes a drop to the district line and then a good macadamized state road is encountered for a considerable distance. The road winds around through the settlement of Silver Hill, 6.9 miles and through a rolling country to Camp Springs, 10.4 miles, followed closely by the village of Clinton Post Office.

This place formerly was known as Surrattville and is situated on the outskirts of Waldorf, situated on the main road, 12.9 miles from the National Capital. It was here that Mrs. Surratt lived for a number of years prior to her taking up her residence in this city. The name of the town was later changed to Clinton Post Office, which name it bears today.

Concrete Road at T. B.

From Clinton the same macadamized road extends to the village of T. B., but at this point a good concrete road proves inviting to the motorist. Turning to the right in front of the post office, a straight road is followed to the outskirts of Waldorf, situated on the La Plata pike. Here the La Plata road is left behind and a sharp turn taken to the left, through the center of Waldorf, 24 miles from the National Capital.

After leaving the corporation limits of Waldorf a good gravel road takes the place of the macadam roadway, and this type of road is followed to Bryantown, 20.7 miles, and Hughesville, 34.4 miles. Keeping straight through Hughesville, the road is followed in a southerly direction, paralleling the railroad tracks as far as Mechanicsville, 42.6 miles. Care should be exercised in passing through both the villages of Charlotte Hall and Mechanicsville, as efforts have been made of late to collect from those who exceed the speed limit. Although the state law provides for twelve miles an hour through villages and cities in the state of Maryland, it is said that motorists have been held up for exceeding eight miles an hour through Charlotte Hall.

At Mechanicsville the concrete road terminates and the first stretch of macadamized roadways built in that section is followed. The road is in fine shape and has been since it was first constructed. The road is followed straight through Mechanicsville and on to Helen Post Office, where roadway turn is made to the left and the same macadamized highway followed. Helen Post Office is 44.6 miles from Washington and consists of a store, with private dwelling and grounds, directly on the turn in the road.

The next village on this pike is Morgantown, 48.1 miles distant from the starting point. The town is situated on the road in such a manner that it is almost necessary to come to a full stop in order to make the turn in the center of the town. There is an S turn here, but instead of turning to the left after making the right turn in the town the motorist should keep straight ahead for the village of Clements, about four miles distant. The smooth macadam is left behind and from here on the remainder of the distance to River Springs is over roads of the ordinary

president; E. D. Williams, secretary; Joseph L. Shaw, treasurer, and William John Eynon, chairman.

The itinerary of the trip will be as follows:

Miles.	Towns.	Miles.
6.9	Washington, D. C.	28.1
10.4	Anacostia	34.4
12.9	Good Hope	42.6
14.9	Silver Hill	49.5
16.9	Camp Springs	56.4
18.9	Clinton P. O.	62.3
20.7	T. B.	69.2
22.7	Waldorf	75.1
24.7	Bryantown	81.0
26.7	Hughesville	86.9
28.7	Charlotte Hall	92.8
30.7	Mechanicsville	98.7
32.7	Helen, P. O.	104.6
34.7	Clements	110.5
36.7	Milestones	116.4
38.7	Blue Stone	122.3
40.7	River Springs	128.2

Return Over Road to New York.

Helen Roberts, well known in theatrical circles who returned over from New York in his Buick roadster last week to visit friends and relatives in this city, left Friday on the return trip, via Wilmington and Philadelphia. He was accompanied by his wife and son, Byron Roberts, who is connected with a large automobile tire concern.

Motored From Cumberland.

Mr. and Mrs. Appleton Cady, daughter Helen, and son Appleton, accompanied by Mr. and Mrs. Edward Stevens and Mr. and Mrs. Gehart, have just returned from a five-day motor trip over the mountains from Cumberland, Md. They enjoyed the mountain scenery, but reported the road in bad condition for about twenty miles in the vicinity of Hancock, Md.

A Few Don't's.

Don't let the bearing fill up with grit. Don't let acid get into the bearing. Always use a neutral lubricant. Don't let water get into the bearing. In washing an automobile, especially the wheel hubs, be careful not to let the

an arrangement might prove especially favorable for commercial vehicles as affording the driver a good view of the road and also affording convenient seating where, as often happens, two helpers are to be carried on the machine. On the other hand, the mechanical difficulty of arranging a suitable mounting for a center steering column has been advanced as an obvious objection, while the fact that it would not afford the driver the same opportunities he now has of seeing what is beside his machine, or immediately behind it, also constitutes an objection. Some three years ago one of the European builders brought out a center drive limousine of which much was expected, but few cars of the type were made.

"Luggable" wardrobe suitcases for men hold two extra suits, linen, extra shoes and a silk hat. They are of enameled duck.

Those who doubt the enthusiasm with which the new auto club is being received should look about them when on the streets and observe how many automobiles are now wearing the A. A. A. emblem on their radiators.

Starting Willard Lighting

Are You Motor Wise?

If you are, you know where the nearest Willard Service Station is. If not, you are not treating your storage battery as it should.

Here's Where You Can Be Educated

Charles Rubel & Co.

"Yours for Service"

1312 14th St. N.W. Wash., D.C.

STORAGE BATTERY

Starting Willard Lighting

Are You Motor Wise?

If you are, you know where the nearest Willard Service Station is. If not, you are not treating your storage battery as it should.

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PAIGE The Standard of Value and Quality



From Maine to California

Everywhere this summer you will meet Americans seeing America in the Paige "Six-46." Touring westward to the great Expositions on the coast—winding through the beautiful White Mountains—west, east, north and south Americans of sound judgment and good taste are already beginning those Family Outings which mean a Summer Holiday of health-giving pleasure and a winter of delightful memories.

And they are taking the Family in the big, powerful, beautiful Paige "Six-46" everywhere—anywhere—because—

They are proud of it. The beauty and smartness of the Paige "Big Six" have made it a distinction to own and drive the Paige "Big Six." Also, the tremendous popularity of the "Six-46" has established it as the choice of discriminating Americans.

They are sure of it. They know that the excellence of its design, of its materials, of its construction means safety and uninterrupted service—on mountain road or desert trail.

They are sure of its comfort. They know that the seven-passenger roominess, the velvety Cantilever springs, the Gray & Davis lighting and starting systems, the tremendously powerful and flexible Paige-Continental motor, the Rayfield carburetor and all such features of ultra-refinement mean supreme motoring luxury under all conceivable motoring conditions.

And, last, they are sure of the Real Economy of the Paige "Six-46." Not only is the price—\$1395—unprecedented and unequalled for such quality—but the Paige Design means the minimum of maintenance and Operating Cost.

That—in a nutshell—is why you will meet the Paige "Six-46" everywhere this summer and always filled with and driven by Americans of sound judgment and good taste. It is again—the Story of Paige Quality—unprecedented Quality—the Quality which in five months has been so universally recognized by the American people, that within this period the Paige "Six-46" has won and easily holds the Leadership of all Sixes—regardless of price.

And that price for this epoch-making car, as you know, is \$1395.

Let your dealer show you why the "Six-46" has won the American motordom in five short months.

THE SELBY COMPANY

Tel. North 3749

1805 14th St. N.W.

Paige-Detroit Motor Car Company, Detroit, Michigan

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